

2012 Seattle City Council Green Sheet

Approved

Tab	Action	Option	Version
102	1	A	2

Budget Action Title: Cut \$1,500,000 from SDOT's Transit Corridors Projects capital project (TC366860) and revise SDOT's 2012-2017 CIP accordingly, leave \$800,000 in the Mobility-Capital BCL as reserve for streetcar planning and construction and impose a proviso on those dollars, and rescind GS 102-1-A-1 to reflect CIP amendment associated with this action.

Councilmembers: Bagshaw; Burgess; Clark; Conlin; Godden; Rasmussen

Staff Analyst: Michael Fong

Council Bill or Resolution:

Budget Committee Vote:

Date	Result	SB	BH	SC	TR	JG	NL	RC	TB	MO
11/21/2011	Pass 9-	Y	Y	Y	Y	Y	Y	Y	Y	Y

Summary of Dollar Effect

See the following pages for detailed technical information

	2012 Increase (Decrease)
General Subfund	
<i>General Subfund Revenues</i>	\$0
<i>General Subfund Expenditures</i>	<u>\$0</u>
<i>Net Balance Effect</i>	\$0
Other Funds	
<i>Transportation Operating Fund (10310)</i>	
<i>Revenues</i>	\$0
<i>Expenditures</i>	<u>(\$700,000)</u>
<i>Net Balance Effect</i>	\$700,000
Total Budget Balance Effect	\$700,000

Budget Action description:

This green sheet would rescind GS 102-1-A-1 so that the capital improvement program (CIP) amendment associated with this action can be reflected. It would cut \$1,500,000 from the Seattle Department of Transportation's (SDOT's) Transit Corridors Projects capital project (TC366860) but leave \$800,000 in the department's Mobility-Capital BCL. It also would impose the following proviso:

"Of the appropriation in the 2012 budget for the Seattle Department of Transportation's Mobility-Capital BCL, \$800,000 is appropriated solely as a reserve for streetcar planning and

* CIP Amendment, Has Proviso * Note: This action rescinds 102-1-A-1

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102	1	A	2

construction and may be spent for no other purpose. Furthermore, none of the money so appropriated may be spent until authorized by future ordinance.

The Council does not intend to authorize the release of these funds until:

- 1) The Council is satisfied that the First Hill Streetcar can be completed to Occidental Avenue South and Jackson Street without additional funding from the City; and
- 2) The Council is satisfied with a response from the Executive that:
 - a. Planning and design for the potential extension to Aloha Street is funded; and
 - b. That there is a feasible financial plan for construction of the extension to Aloha Street.”

This action relates to the \$1.5 million in one-time rubble yard proceeds identified in the Mayor’s Proposed 2012 Budget for High Capacity Transit (HCT) planning for a Ballard to Downtown corridor. If approved, \$700,000 would be reallocated to other Council transportation priorities while \$800,000 would remain in SDOT’s budget reserved for streetcar planning and construction. In the event that these funds are not needed to complete the First Hill Streetcar through Pioneer Square to Occidental Avenue South and Jackson Street and the issue of extending the line to Aloha Street on Capitol Hill is resolved, Council would consider reallocating these funds for other HCT related priorities or transportation programs or projects.

In addition, this green sheet would revise SDOT’s 2012-2017 Capital Improvement Program (CIP) for the Transit Corridors Projects, Project ID TC366860, as follows:

Decrease the 2012 amount from revenue source “Property Sales and Interest Earnings” by \$1,500,000, and revise totals accordingly; and

Decrease the 2012 fund appropriation/allocation amount for the “Transportation Operating Fund” by \$1,500,000, and revise totals accordingly; and

Decrease the 2012 spending plan amount by \$1,500,000, and revise the total accordingly.

In summary, this action removes the full \$1.5 million from the Transit Corridors CIP Project. \$700,000 is cut and re-appropriated to fund other Council priorities. \$800,000 remains in the SDOT Mobility-Capital BCL with a proviso pending authorization through future Council ordinance.

Additional Background: SDOT was recently notified that the City was awarded a Federal Transit Administration (FTA) grant of \$900,000 for alternatives analysis associated with a Downtown streetcar connection between the South Lake Union and First Hill Streetcars. This was unanticipated funding and therefore not identified in the Mayor’s Proposed 2012 Budget. An additional \$300,000 is appropriated in the 2012 Budget for Transit Master Plan implementation that can serve as a local match for these FTA funds. This combined \$1.2 million in funding is expected to advance planning efforts for a Downtown connector in 2012 and 2013.

At this time, SDOT continues to examine whether it will be feasible to complete the First Hill Streetcar through Pioneer Square within the existing project budget. Given the uncertainties of

<i>Tab</i>	<i>Action</i>	<i>Option</i>	<i>Version</i>
102	1	A	2

construction, a contingency fund would help mitigate some risk associated with the project. Furthermore, Council policy has been to identify funding to potentially extend the First Hill Streetcar to Aloha Street. If this contingency fund is not needed for reaching Pioneer Square, it could be used to advance the planning and implementation of the Aloha Street extension. To the extent Council is satisfied that issues related to the First Hill Streetcar have been resolved, consideration will be given to releasing this \$800,000 of funding for other purposes.

<i>Tab</i>	<i>Action</i>	<i>Option</i>	<i>Version</i>
102	1	A	2

Budget Action Transactions

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#	Transaction Description	Position Title	Number of Positions	FTE	Dept	BCL or Revenue Source	Summit Code	Fund	Year	Revenue Amount	Expenditure Amount
1	Reduce High Capacity Transit Planning.				SDOT	Mobility-Capital	19003	10310	2012		(\$700,000)
2	Increase fund balance from High Capacity Transit Planning.				SDOT	Use of (Contribution to) Fund Balance	379100	10310	2012	(\$700,000)	